

Port of Hamilton Directory 1983-1984

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Hamilton  Wentworth
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Director, Economic Development Department,
Regional Municipality of Hamilton-Wentworth,
100 Main St. East, P.O. Box 910, Hamilton,
Ontario L8N 3V9, Canada.
Telephone (416) 526-4222

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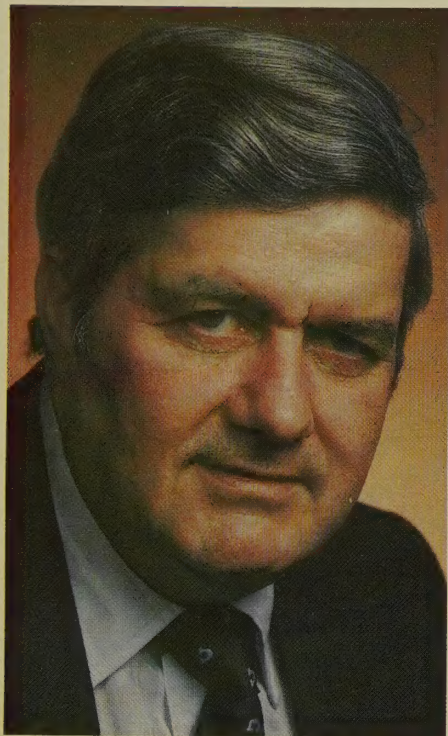
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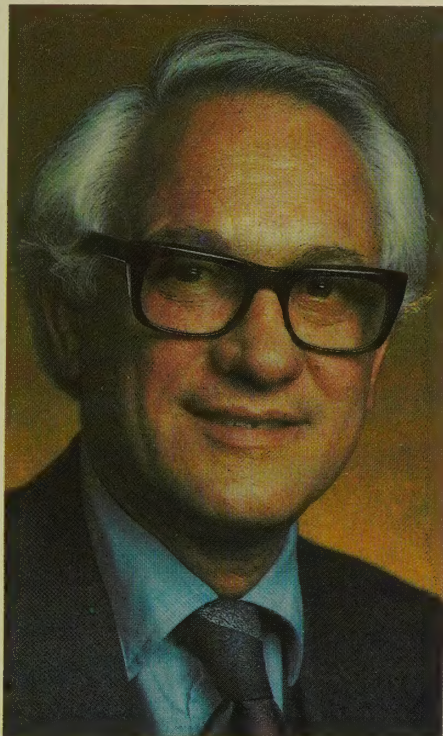
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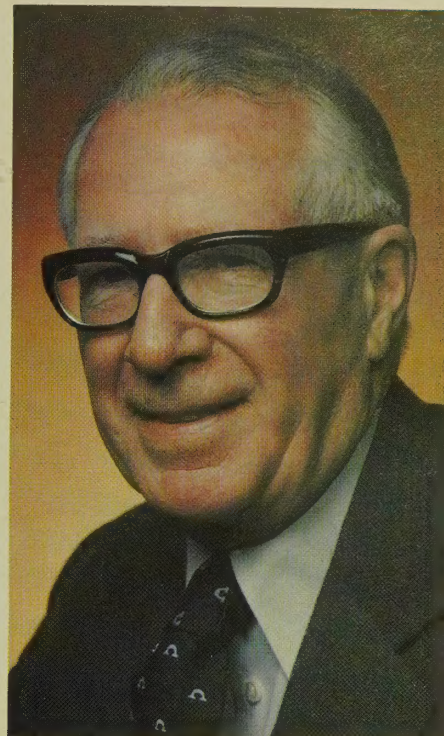
THE BOARD OF COMMISSIONERS



P. T. Flaherty
Commissioner



J. L. Agro, Q.C.
Chairman



B. M. Alway
Commissioner

The Port of Hamilton, although on an inland waterway, has grown into a national harbour of great distinction and recognition. We are in continuous competition for business, yet Hamilton Harbour because of our fine facilities and dedicated work force has been able to efficiently serve the market area around the Canadian Great Lakes. The aim of the Hamilton Harbour Commissioners has been always to provide a blend of services that underline the port's commitment to industry, commerce and to the community.

The Hamilton Harbour Commissioners are pleased to present this first Port of Hamilton Directory. The Port of Hamilton Directory provides an up to date overview of the port operations and harbour facilities. It identifies the variety of industrial and commercial enterprises located in and around the port.

We are confident that the Port Directory will be a valuable source of information for existing and potential users of the Port of Hamilton. We would appreciate the opportunity of assisting you with your marine requirements.

J. L. Agro, Q.C., Chairman
The Hamilton Harbour Commissioners

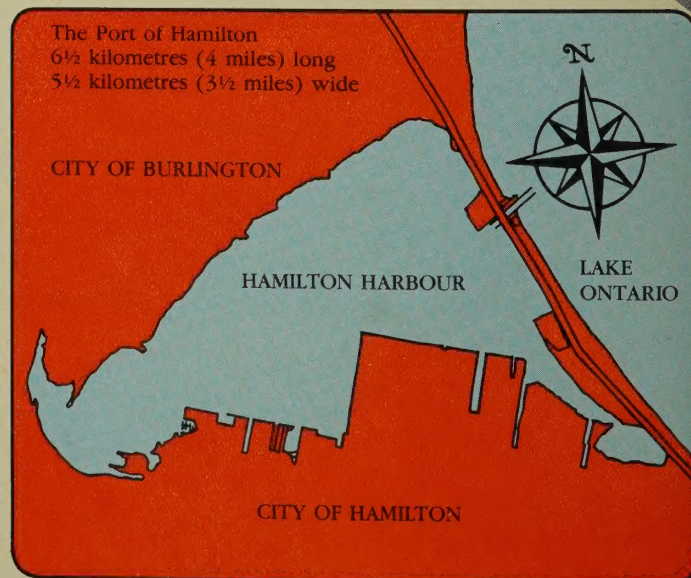


The Hamilton Harbour Commissioners
605 James Street North, Hamilton, Ontario,
Canada L8L 1K1
Telephone: (416) 525-4330
Telex: 061-8638

GENERAL INFORMATION

At the west end of Lake Ontario, closest of the Great Lakes to the Atlantic Ocean via the St. Lawrence Seaway, lies the Port of Hamilton, situated on one of the finest natural harbours on the continent. The City of Hamilton itself stands on the south shore and extends along the sand strip which land-locks the harbour on its easterly side. The City of Burlington extends along the harbour's north shore. The triangular shaped water area thus enclosed is almost 8 km long, west to east, by up to 4.8 km wide. Water depths reach 24.38 m in mid-harbour and seaway depth berthing is provided at wharves and terminals. Although 1786.4 km from the open sea, Hamilton ranks high among Canada's leading seaports in total cargo tonnages handled. It is the principal port serving southwestern Ontario and the Niagara Peninsula.

The average navigation season is April through to mid December.



Port of Hamilton

Commerce in action

Commissioners:

John L. Agro, Q.C., Chairman
Peter Flaherty
Mowbray Alway

Port Director:

Earl M. Perkins

The Port of Hamilton:**Position:**

43° 14' North, 79° 51' West, at the west end of Lake Ontario.

Communications:

Ship-to-Shore Communications:
Through Toronto (VBG).

Sailing Directions:

Canadian "Great Lakes Pilot" Vol. 1
Canadian Chart 2067 (Hamilton Harbour).

Channel Depth:

9.14 m at normal level (74.07 m above sea level) through Burlington Channel.

Bridges in Harbour:

Skyway Bridge (Queen Elizabeth Way)
vertical lift railway and vehicular, vertical clearance 37.3 m.

Berthing:

Maximum size of vessel: 223 metres by 23 metres on 8.25 metres draft.
The Hamilton Harbour Commissioners

provide 6,116 metres of berthing; private docks (International Harvester, Stelco Inc. and Dofasco Inc.) provide 3,073 metres of berthing.

Storage:

Covered: 29,793 square metres
Outside: 659,329 square metres

Servicing:

C.N.R., and C.P.R. Railways
Hamilton Civic Airport
Numerous Trucking Lines

Tonnage:

Overall Tonnage during the past five Shipping Seasons averaged 13,000,000 metric tons annually.





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Mr. Frank Gower has been nominated as manager of Ontario Stevedoring operations and inquiries should be submitted to him at:

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600 Ferguson North, Hamilton, Ont. L8L 4Z9
Tel.: (416) 527-2228, Telex: 06-18912
or

TORONTO: MARINE TERMINAL 52
8 Unwin Ave., Toronto, Ont. M5A 1A1
Tel.: (416) 465-2477, Telex: 05-25325

PORTS OF OPERATION:

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Hamilton, Montreal, Quebec, Rimouski,
Saint John, Sept-Iles, Sorel, Toronto,
Trois Rivières, Chicago,
Duluth, Toledo.

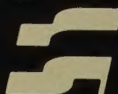
Head Office: 360 St.-Jacques, Montreal, Que. H2Y 1P5 (514) 844-9381

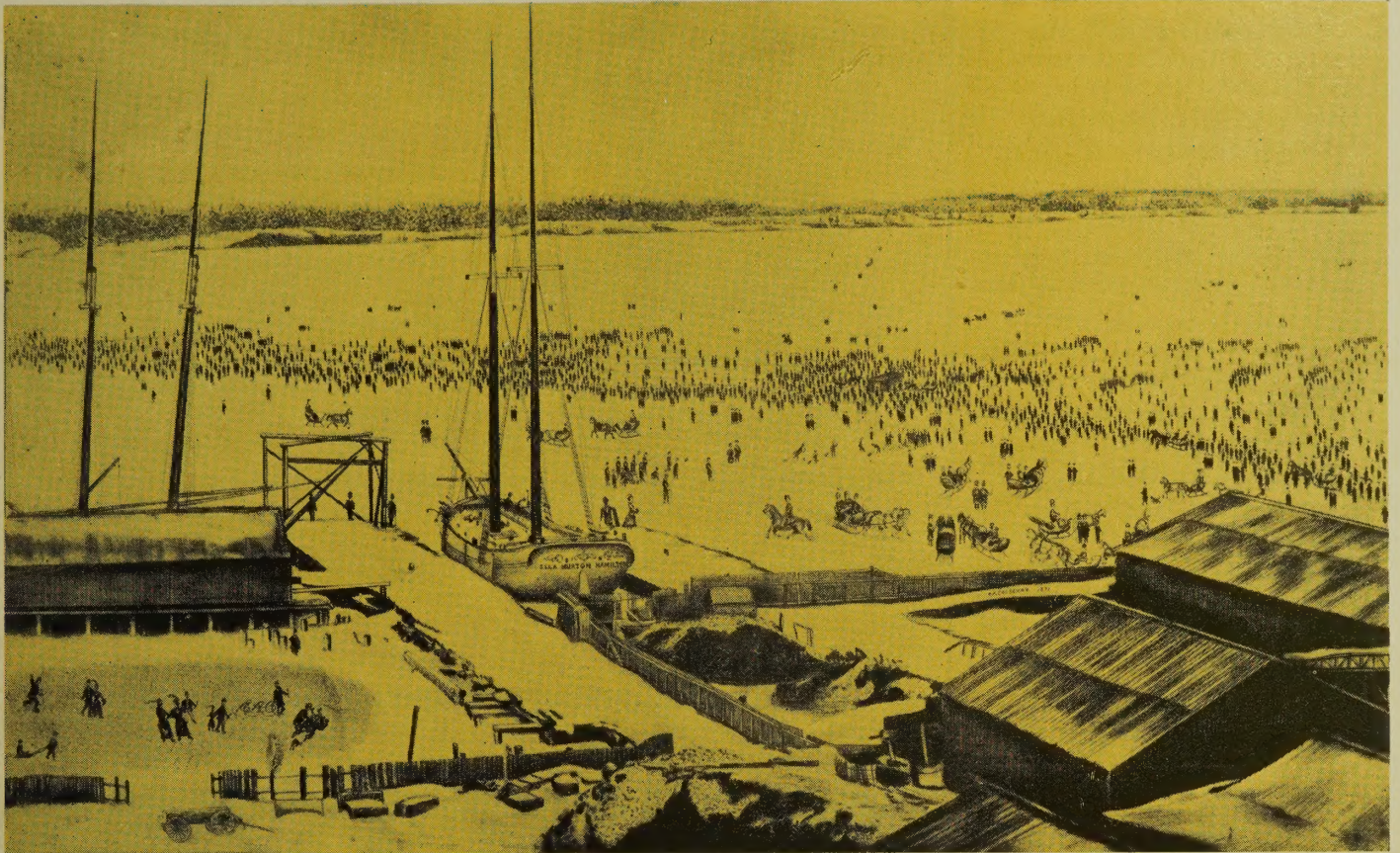
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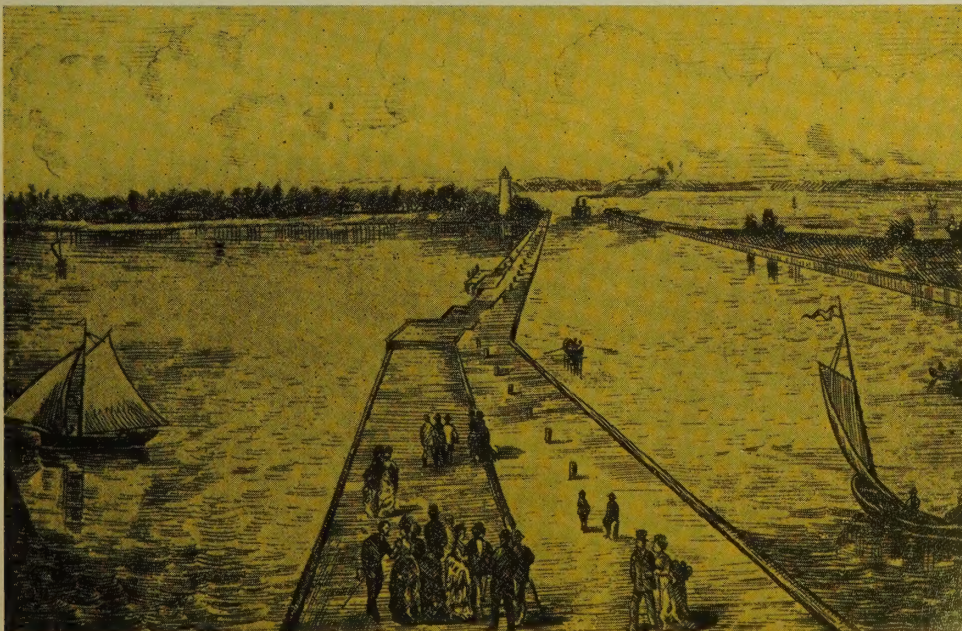
HAMILTON (416) 528-0031
MONTREAL (514) 842-8841
TORONTO (416) 366-2586
HALIFAX (902) 423-8145
SAINT JOHN (506) 693-1227
VANCOUVER (604) 669-5300

Since 1937 



Above: Grand annual bonspiel of the Ontario branch of the Royal Caledonian Curling Club on the Bay, January 4th, 1877.

Below: Entrance of canal to the Port as it looked 100 years ago.





Government
of Canada

Gouvernement
du Canada

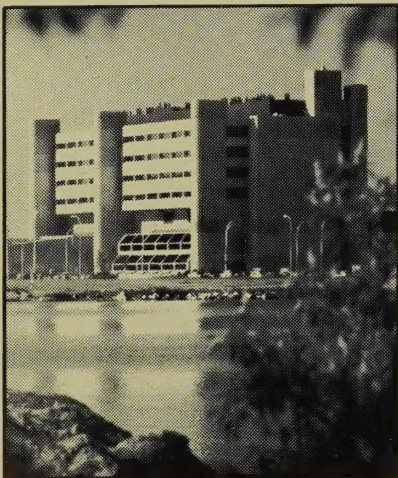
CANADA CENTRE FOR INLAND WATERS

The Canada Centre for Inland Waters, located at the entrance to Hamilton Harbour, is one of the world's leading water research centres, shared by the Department of Fisheries and Oceans and by Environment Canada.

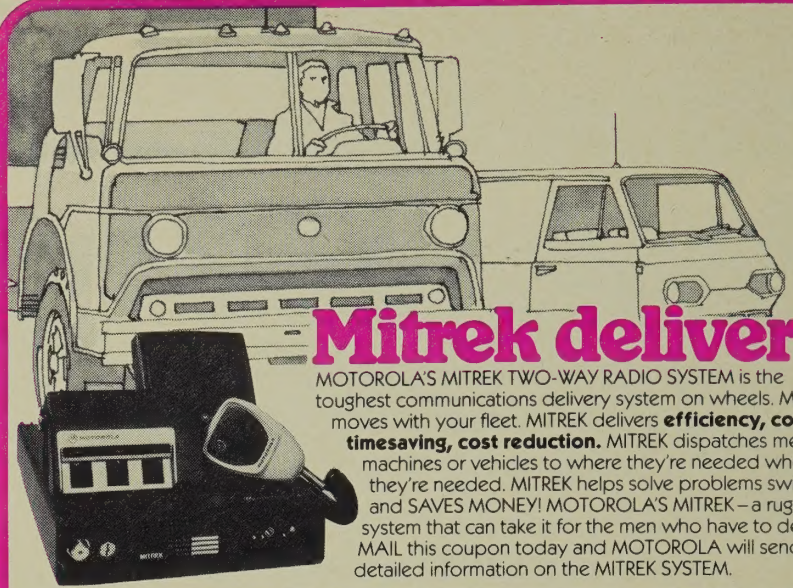
As the Central Region Headquarters of the Canadian Hydrographic Service, CCIW provides an operations base for the nautical surveyors and cartographers who produce charts for an area that includes all the Great Lakes.

A Marine Information Centre at CCIW is a sales outlet for navigational charts and for the Sailing Directions and charts published specially for small craft.

CCIW also provides a base for a fleet of three ships and more than 80 smaller vessels used in hydrographic surveys, oceanographic studies and environmental research throughout the Great Lakes and north into the Central Arctic.



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(Toronto) Dock: 461-8147

Port of Hamilton

Steady progress through the years

1823 — First canal dug through Beach Strip.

1831 — Ship canal widened, deepened.

1832 — 75-foot stone lighthouse built.

1846 — All properties on Burlington Bay deeded to the City of Hamilton. Canal widened.

1896 — Swing bridge replaced canal crossing by scow.

1912 — Hamilton Harbour Commissioners formed by Act of Parliament to take over administration from city council.

1913 — Revetment wall built from Catharine to Wellington Streets (Pier 10).

1914 — Forty acres reclaimed, creating Eastwood Park and dockage areas; warehouse built at Catharine Street.

1937 — Burlington Channel widened and dredged to new Welland Canal draft; first full-time policeman employed.

1938 — Marine railway and dockyard completed.

1940 — Finished \$1.5-million Victoria Street development (Pier 11).

1941 — Rail sidings, roads, watermains, sewers and hydro provided for pier development.

1942 — HHC operated bathing beach, built new pavilion and swimming pool, negotiated for location of naval training base.

1944 — Commissioners announced building of bulkhead from James to John Streets.

1948 — Bed of harbour deeded by city to HHC; development of 25 acres at Emerald Street announced.

1949 — Pier 12 construction begun.

1951 — Land purchased for HHC administration building.

1957 — Harbour headline advanced to allow reclamation of 1,000 acres for industrial use, work begun on Pier 23 at Strathearn Avenue, construction of Burlington Bay Skyway begun.

1959 — St. Lawrence Seaway opens; first ocean vessel up the waterway stops at Hamilton; radar traffic control system installed; Hamilton cargo tonnage in first year of Seaway operation higher than any other Canadian or U.S. port.

1962 — \$5 million pier and terminal project begun at Catharine Street (Pier 8 or Centennial Pier) to more than double general-cargo capacity and add seven new Seaway-draft berths plus two new warehouses.

1966 — Plans announced for Canada Centre for Inland Waters and for Canada Steamship Lines terminal and docking facility at Pier 24, Strathearn Avenue.

1975 — HHC announces community sailing program.

1977 — Piers 12-13 redevelopment plan announced to create three new Seaway berths and 24 acres of cargo space at a cost of \$7.2 million.

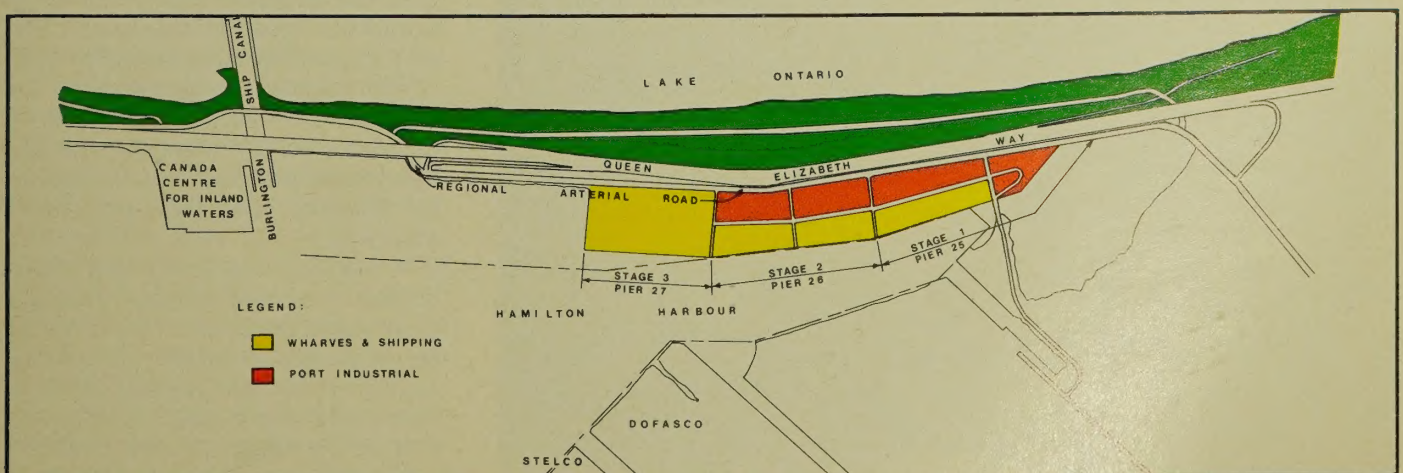
1978 — Port Master Plan adopted; East Port Development announced.

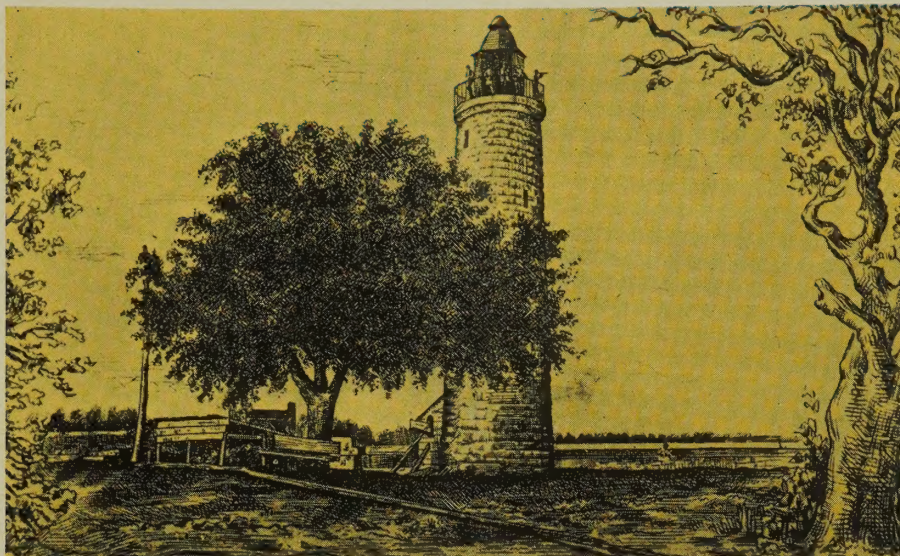
1982 — Pier 12-13 project finished, providing port's first roll-on, roll-off berth. Piers 25-27, East Port Development, Regional Municipality of Hamilton-Wentworth agree to provide water and sewer services to the Piers in 1983. Pier designs are initiated and arterial access road is commenced.

Port of Hamilton

...And into the future...East Port

50 hectares of commercial port and industrial development, only 64 metres away from the Queen Elizabeth Highway (Ontario's main road artery); providing easy road access to Eastern Canada, the United States and interlinking with Canada's railway system.





Old Lighthouse at Canal.



Iron bridge over Desjardins Canal.



Four-oared in-rigged boat race at Regatta, 100 years ago.

Hamilton Harbour — a magnificent natural harbour has always played a major role in the development of Hamilton as a major industrial city. In the days when travelling was done via water routes, early settlers were attracted by the harbour's beauty and convenience. In later times industrial firms enjoyed the economy of water transport to bring raw materials and to ship out manufactured products.

Early explorers to Hamilton Bay included the explorer Etienne Brule in 1615, the priest Dallion in 1626 and the famous Sieur de La Salle in 1669.

By the late 1700's the King's Head Inn was built on the beach strip, and settlers Robert Land, Richard Beasley, George Stewart and Charles Depew were clearing land and settling in the area. In 1832, a 30-foot wide canal was cut through the beach strip enabling the port to accommodate commercial shipping.

Harbour activity accelerated in the 1850's when the railways established connections in Hamilton — and when electric power became available in the 1890's, great steel plants were set up along the water front.

Responsibility for the operation and control of the Harbour remained with City of Hamilton officials until the early 1900's, when the complexities of the operation required a full-time staff and the development of a long-range master plan.

At that point, the City petitioned the Dominion Government to inaugurate a more compatible system of supervision.

The Hamilton Harbour Commission was established in 1912, by an Act of the Federal Government. This Act made the Hamilton Harbour Commissioners responsible for the administration and supervision of all activities in the Harbour and the development of waterfront properties for shipping, navigation and related purposes.

In keeping with the terms of the original Act, the Hamilton Harbour Commissioners is administered by three Commissioners — two are appointed by the Federal Government, and one is appointed by the City of Hamilton. All appointments are for three-year terms. The Com-

Port of Hamilton

To the present day

missioners, in turn, are responsible for appointing administrative personnel, for day-to-day operations.

As part of the present day organization, the Commissioners maintain a security force of trained officers who patrol the Harbour on a year-round basis. The \$700,000 budget for the Hamilton Harbour Commissioners' Police Force is provided solely by the Hamilton Harbour Commissioners for the safety and protection of the users of the Port.

The Hamilton Harbour Commissioners operate as a self-sustaining operation, with revenues providing payment for expenses. Revenues come from port users for cargo rates, terminal handling and storage charges and from management of Harbour properties.

...dedicated to ensuring a healthy, prosperous future for the industry and citizens

Income from port operations are directed into capital expenditures for port development purposes, such as new facilities, extra berthing storage buildings and handling equipment.

During the 1977-81 five year period the port's average tonnage was 13,034,796. These figures place Hamilton Harbour among the leading ports in Canada — a true international inland seaport, in every sense of the word.

Facilities, too, are in keeping with the major-port image — from radar-guided port entry, tug and pilotage services, to efficient cargo handling and thousands of square metres of protected storage terminals.

In the field of Environmental Protection, the Commissioners were instrumental in forming the Hamilton Spill Control Group — an association of 18 companies using the Harbour. The Group has formed a joint response team that will take immediate action in the event of a major oil spill in the Bay. Training exercises are conducted on a regular basis, on simulated oil spill disasters.

In recent years, emphasis has been placed on increasing the recreational facilities of the Harbour: Children's

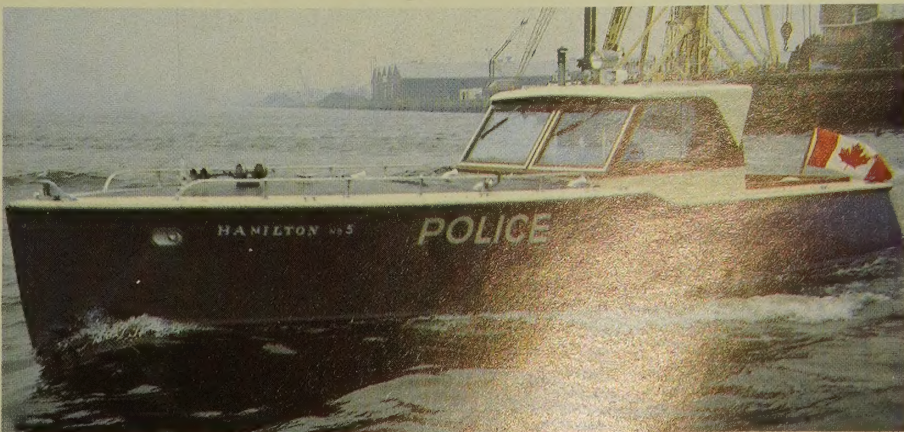


Top left: Harbour Commissioners' Administration Building built in 1953.

Top right: Container loading onto ship in port.



Centre: Movement of bulk cargo serving local industry.



Bottom: Harbour Commissioners' Police Boat on patrol.

Port of Hamilton

To the present day

— Continued

walking tours, youth sailing programs, a public launching ramp, a completely serviced Marine Dock-

yard, a waterfront park (Pier 8). All are activities and facilities that underline the Hamilton Harbour

Commissioners' involvement with the community.



Spill Control Group Vessel, "Cleanshores".



Harbour Commissioners' sailing school.

Port of Hamilton

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The administration staff of the Port of Hamilton place great importance on the individual needs of all port users. Port administration upgrades and maintains the cargo handling equipment to keep pace with changes and advances within the transportation industry. We are expanding the port facilities through a planned programme of Port improvements. The Port administration is enthusiastic at the prospect of developing the Port resources and working with industry and other shipping interests to successfully realize the potential of the Port of Hamilton.

Our practice of responding to the individual needs of all who become associated with the Port continues to be a top priority goal. We welcome your enquiries as to how the Port may best serve your needs.



PORT OF HAMILTON DIRECTORY

PORT ADMINISTRATION 525-4330

Port Director ext. 237

Assistant Port Director ext. 286

Secretary to the Commissioners ext. 224

Port Engineer ext. 249

Harbour Master ext. 283

Manager, Trade and Development ext. 217

Manager, Property and Planning ext. 288

Manager of Terminals ext. 219

Administrative Services ext. 234

Marine Dockyard Superintendent ext. 281

Harbour Police Chief ext. 211

Inwats Line (Anywhere within Area Code 416) 1-800-263-2131

Telex 061-8638

After Hours Call —

Centennial Terminal Office 525-4709

Harbour Master's Office 525-3412

Harbour Police 528-7043

Marine Dockyard 525-3622

Sailing School 522-1380

Wellington Terminal Foreman's Office 525-2543

Wellington Terminal Garage 525-3561

Wellington Terminal Office 525-4469

OTHER AGENCIES

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Immigration 523-2787

Hamilton General Hospital 527-0271

Steamship Inspector, Toronto 231-8890

St. Catharines 688-4360

Great Lakes Pilotage Authority, St. Catharines 934-1253

Marine Radio VBG, Toronto 676-3505

Trenton Rescue Co-ordination Centre 1-613-392-2811

Customs and Excise 523-2891

Wellington Street Terminal 523-2318

Transport Canada Weather Office, Hamilton 679-6065

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Port of Hamilton

Master plan for the future



"The Port Master Plan recognizes the harbourfront's unique potential as an activity centre."

To give direction to the future development of the Port of Hamilton, the Hamilton Harbour Commissioners have adopted a Master Plan intended to guide growth into the 21st century.

The Master Plan states, "The Port Master Plan recognizes the harbourfront's unique potential as an activity centre."

"Here residential, recreational, trade, commerce and industrial uses all have their place. These varying uses must be organized compatibly so each can realize its potential without detriment to the development of the port.

"By doing so, each will contribute to the overall good of the harbourfront area and the port as an enjoyable place to live, work and play." By means of this Plan, it has been a committed goal of the Hamilton Harbour Commissioners to encourage multi-faceted use of the harbour as a

means to appreciate the fullest opportunity that this limited resource offers.

As a major seaway port, the updating of facilities and expansion is essential in this highly competitive industry.

The Master Plan calls for active promotion of additional port trade and development opportunities of existing port facilities and expansion along the harbour side of the Beach Strip known as the East Port.

The Plan further recognizes that as the Port of Hamilton grows and evolves, the emphasis of certain functions of the harbour must change in location and intensity. As such, the Plan provides for a long-term shift in use of Centennial Pier from a shipping facility to a public access and waterfront recreation/commercial development site. Further, the Plan, in terms of water-oriented recreation, recognizes opportunity for additional private marina

facilities to compatibly develop in the harbour at selected locations.

Pointing out that Hamilton Harbour is among the best natural harbours in Canada, the Plan notes that the amount of space is finite and must be treated as a non-renewable resource.

"The main goal of the Hamilton Harbour Commissioners is the accommodation and promotion of trade and development through commercial shipping. However, realizing responsibility to the varying interests that the harbour affects, it is the intent of this Plan to humanize the harbour. That is, while recognizing the direct port functions and industrial demands, we must accommodate the experience of living in a port city. This can be accomplished by providing an interesting harbourfront experience to our citizens."



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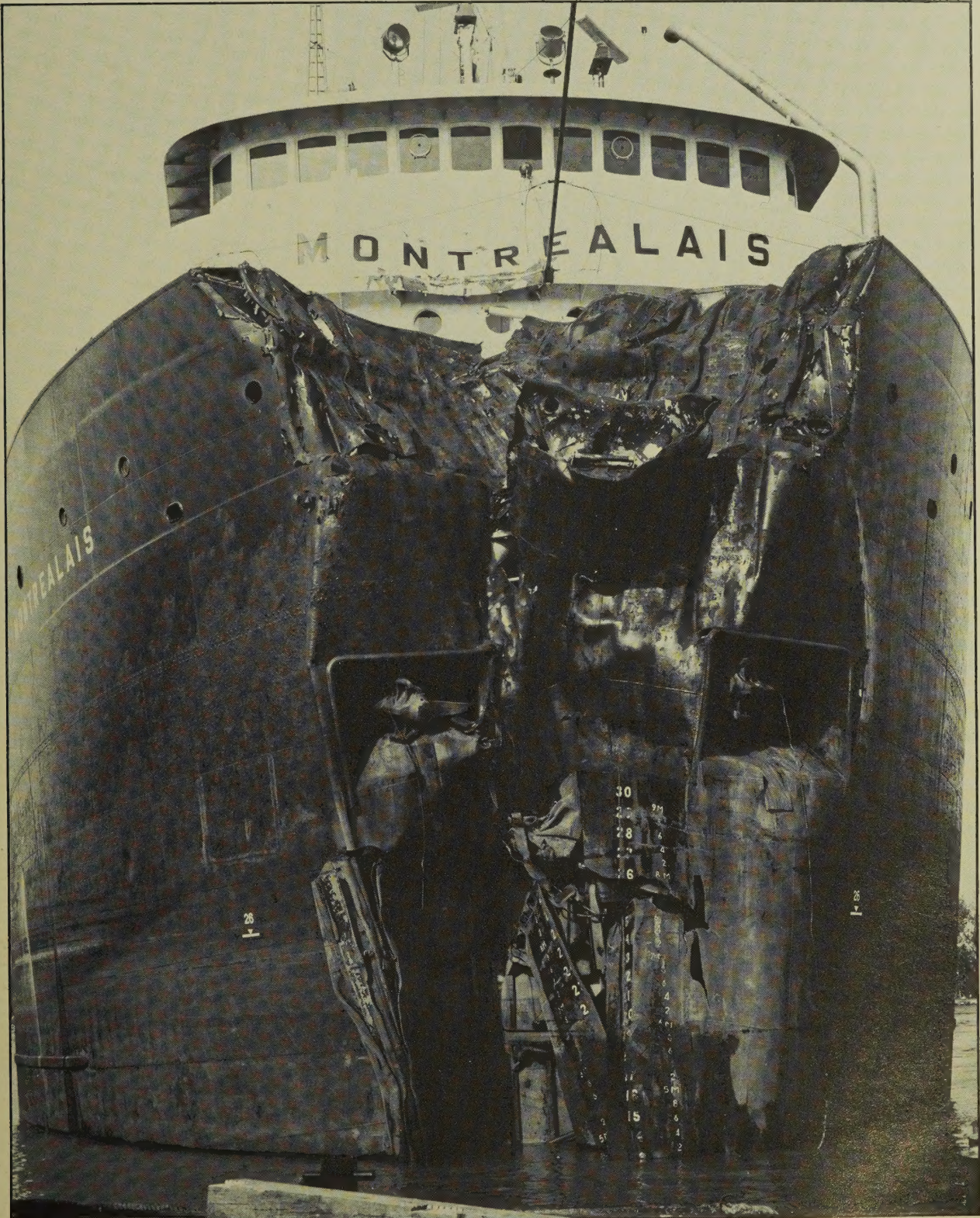
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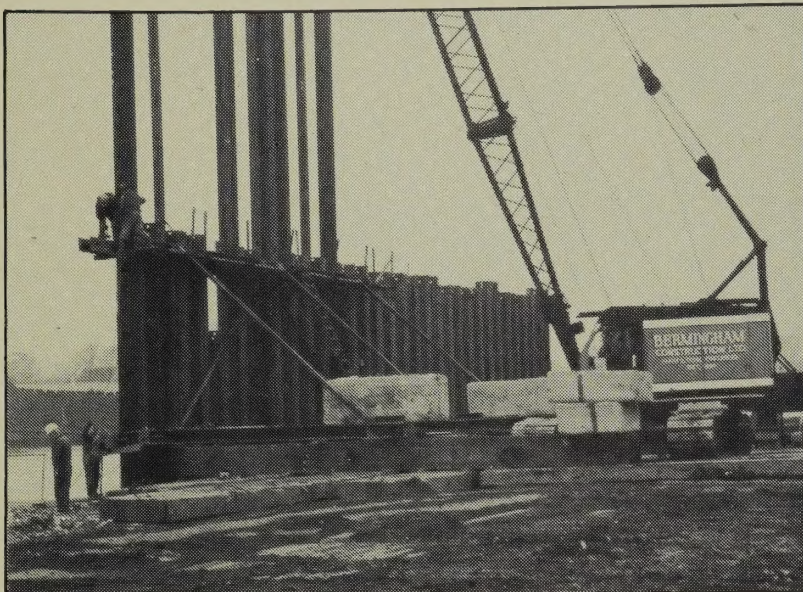
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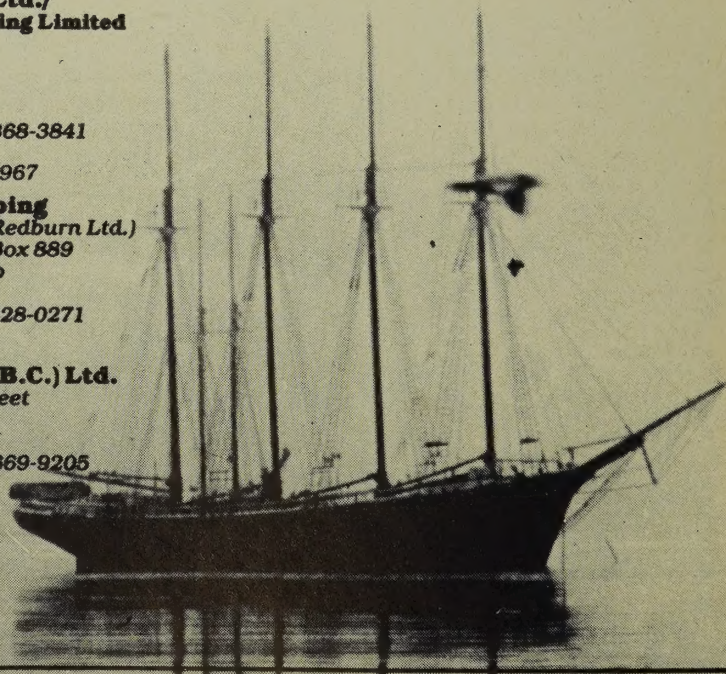
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 Telex: 06-23293
 T.W.X.: 610-491-4967

Hamilton Shipping
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 Main Post Office Box 889
 Hamilton, Ontario
 L8N 3P6
 Telephone: (416) 528-0271
 Telex: 061-8679

R. G. Redburn (B.C.) Ltd.
 502-475 Howe Street
 Vancouver, B.C.
 V6C 2B3
 Telephone: (604) 669-9205
 Telex: 04-51303

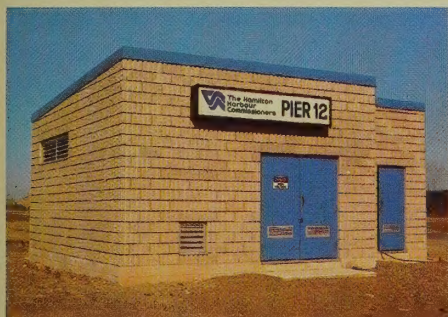
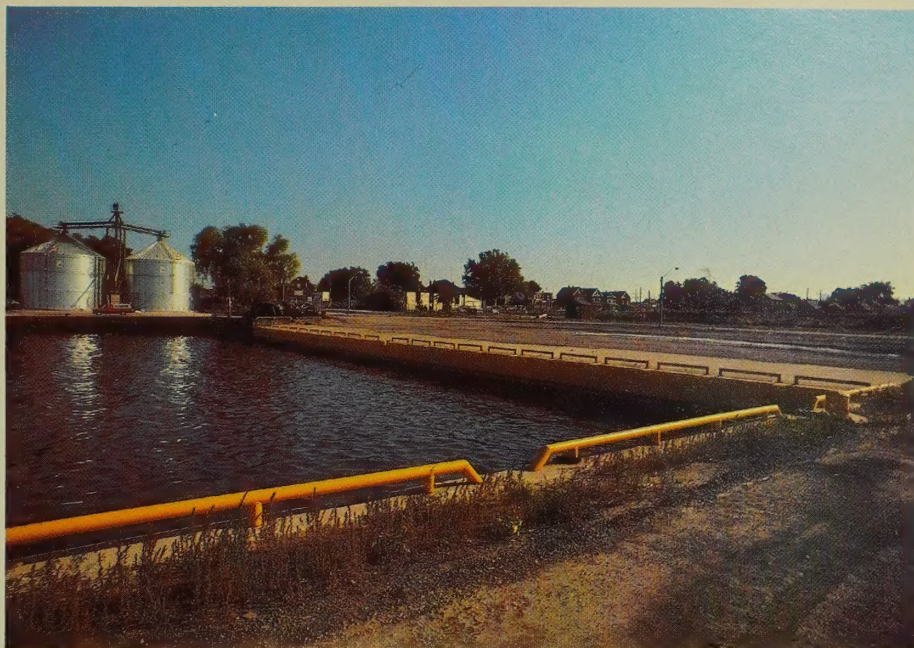


**Steamship Agents,
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One of the more recent projects initiated to improve docking facilities at the Port of Hamilton is the redevelopment of Piers 12 and 13 at the foot of Wilfred Street. The project has recently been completed and represents a \$7 million investment in the Port.

The redevelopment plan combines two small outmoded shipping piers into one large renovated wharf with 16 hectares of back-up land and 1,000 metres of new Seaway draft berthage. An interesting feature of this development is the construction of the Port of Hamilton's first Roll-on/Roll-off facility. This new facility will provide for the new shipping technologies such as Ro-Ro movements, stern loaders and bow loaders. These special ships can have cargo driven directly into/ from the ship instead of the conventional method of loading and unloading by cranes over the side. The development also increases the Port's capacity for handling of dry bulk and steel commodities.

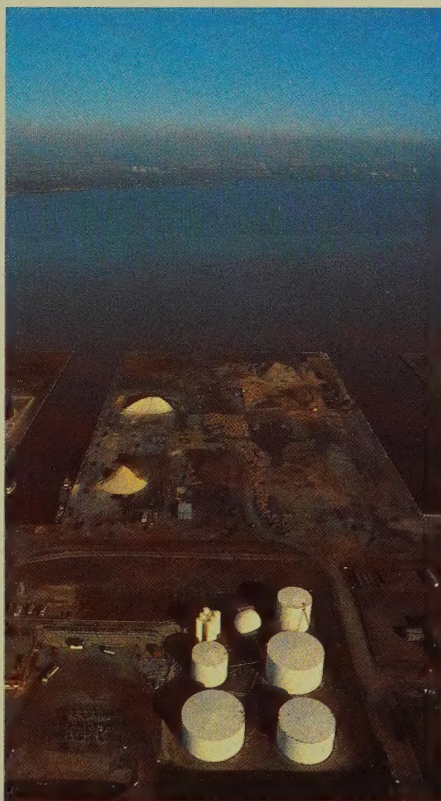


A brief history of the redevelopment starts in 1929 when Pier 13 was built as the Hamilton Terminal for C.S.L. as a marine freight terminal until 1967 when they were relocated to a new terminal at Strathearn Avenue. Pier 13 was purchased by the Commissioners and was operated as a warehouse until 1972 when the sheds were completely destroyed by fire. In 1973 the wharf deck was deemed unsafe for cargo handling and remained derelict until 1978.

Pier 12 was constructed in 1953 at a cost of 2.5 million dollars as an open storage terminal. It was occupied by tenants who carried on business as bulk terminal operators.

In the early 1970s, various engineering studies were undertaken to determine the stability of the existing wharves, underlying soil profiles and water quality implications of the proposed redevelopment.

The first stage of the project initiated in 1978 was to construct some berms around the perimeter of the new facility. Dredging



was required to remove a layer of organic silt that lay along a portion of the proposed new dock wall. The dredged material was placed in a containment area which has since become back-up land for the new pier.



The north face of Pier 12 was extended easterly with the construction of 112 metres of new dockwall. In addition, after extensive investigations and field tests, the north and west berths of Pier 12 were deepened to Seaway draft without any reconstruction required.

The next three years saw the completion of 359 metres of new dockwall structures under three separate contracts.

The final stage of the redevelopment was the completion of new access roads and utility servicing to the pier.

Presently, the completed facility is now fully rented. Myers Fuels Limited and Seaway Terminals are now operating bulk commodity terminals on the new wharf and United Co-operatives of Ontario is presently building their new fertilizer terminal on the site.



The Hamilton Harbour Commissioners' prestigious new East Port development plan offers an absolutely unique site — with two prime frontages — one on the Queen Elizabeth Way, the other on Seaway draft shipping lanes.

A key element in the Master Plan for development of Hamilton Harbour, the new East Port will offer three new shipping piers and 50.2 hectares (124 acres) of land for shipping facilities and ancillary industrial uses.

Originally a disposal site for dredged material, the East Port site is the subject of a detailed development plan which will transform it into a thriving industrial and port complex.

Work is proceeding quickly on the first stage, which will encompass a third of the site and create the first of the planned piers, Pier 25, some 18.2 hectares (45 acres) for immediate development with provision for 244 metres (800 linear feet) of wharf.

Fully serviced, graded lots will be available early in 1984, soon after the opening of a new four-lane Beach Strip arterial

road (now under construction) providing direct access to the QEW.

With its prime location on the harbour, railroads and a major Provincial highway, the new development will combine the practical aspects of a busy commercial port with the aesthetic requirements of the high-profile location.

The East Port development plan includes paved roads, built to modern standards, with concrete curbs and gutters, street lights and landscaping. All lots will be served by municipal water mains, storm drains and sanitary sewers. Stage I services have been designed with construction ready to be initiated in the near future.

The landscape plan calls for two main entrances, each four lanes wide, with wide, treed medians. There are to be designed pedestrian access points and integrated landscape features to provide the appearance of a modern well designed industrial park setting.

Under the H.H.C. jurisdiction, development site planning assistance to tenants will ensure proper setbacks, site coverage,

building facades and other features, to maintain a uniform high standard.

From a functional standpoint the port will provide all essential municipal services and will have road, rail and water access. Hydro, telephone and gas services will be underground.

A two-lane collector/distributor road will run down the centre of the park, with provision for an adjacent industrial rail spur served by two railway companies.

The park site fronts on 1,890 metres (6,200 feet) of Seaway-draft shipping channel, and at least half the total land area is utilized for wharf sites. The port has the potential for 10 shipping berths with adequate backup land to service each berth.

Construction of Pier 25, the first to be built, is slated to begin early in 1983, with completion a year later. Construction of Piers 26 and 27 will follow as demand requires.

Until available for port development, Pier 27 will remain as the Harbour's dredge material disposal containment site.

**REAL ESTATE
APPRAISAL**

—

**INDUSTRIAL
and
COMMERCIAL
BROKERAGE**

—

*Consultants to The
Hamilton Harbour
Commissioners*

—

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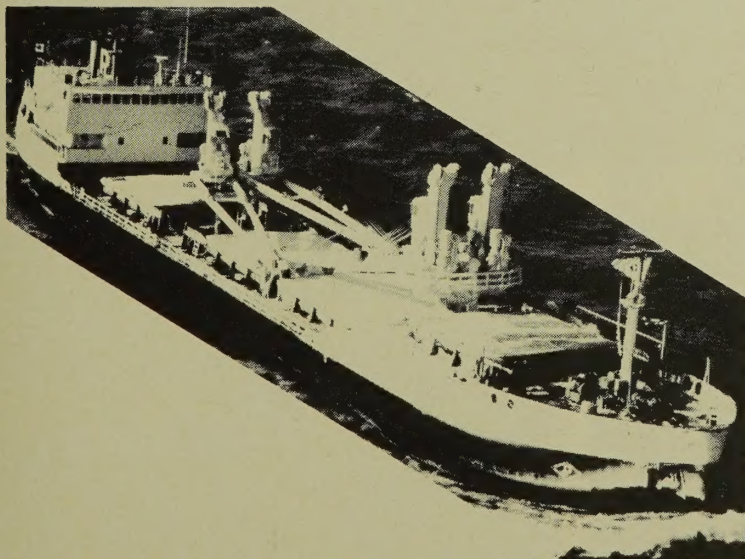
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PORT OF HAMILTON EQUIPMENT

LIFTTRUCKS — 1.814 to 36.28 tonne capacity (some with head handling gear for containers)

68 tonne capacity floating derrick
mobile shore cranes available up to 182 tonne capacity

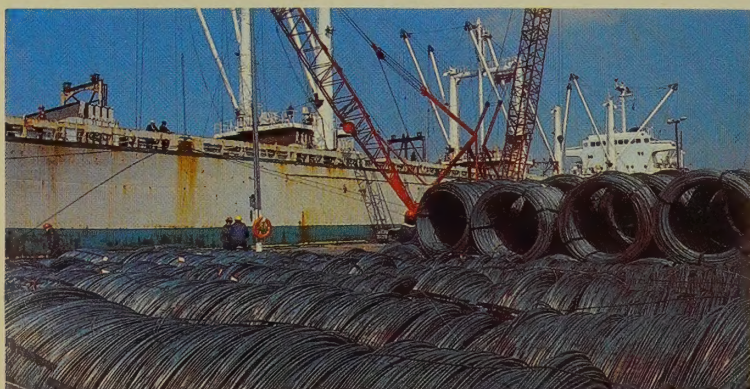
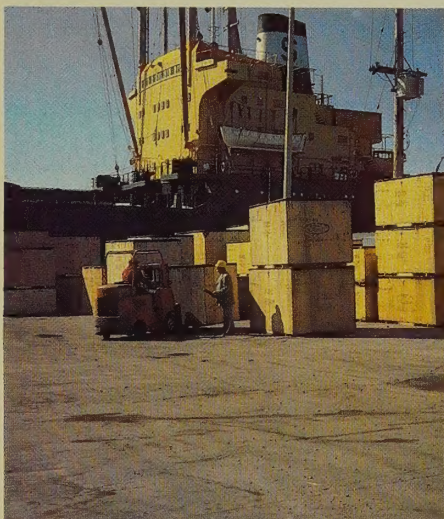
— operation is primarily on palletized basis

— example of commodities handled:

- agricultural machinery and products
- mining machinery
- steel products
- cotton linters
- lumber products
- newsprint
- nickel products
- fertilizer
- synthetic rubber
- iron and steel pipe
- cement
- pressure vessels
- turbines

The Port of Hamilton operates two overseas shipping terminals. Centennial Terminal (Pier 8) consists of 8 hectares of general cargo storage and handling. Wellington Street Terminal (Pier 10) offers 7.3 hectares for terminal operations. Together they offer 1,400 metres of Seaway draft bethage and 36,000 m² of warehousing to meet your shipping needs.

Both terminals are equipped with a full range of modern cargo handling equipment to meet the needs of any cargo size and weight.



PORT OF HAMILTON CONTAINER HANDLING SERVICES

- 38,555 tonne capacity
- Three stacker adjustable spreaders for 6.10 m and 12.19 m containers
- Distribution and consolidation areas
- Stuffing and destuffing capabilities
- Rail and road connections to all major Ontario markets
- Modern transit storage sheds
- 6.26 hectares outside storage area

PORT OF HAMILTON RO-RO SERVICES

- ro-ro capabilities to Seaway Draft

OTHER PORT SERVICES

Stevedoring Services are offered through all principle Great Lakes contractors.

Fresh water service, shorepower installations and rail service are available.



The following list of representative charges are provided for information purposes only. Actual current rates may vary and should be confirmed by the Commissioners or other port service firms providing the service.

PORT OF HAMILTON, (Lat. 43.14.5.N. Long. 79.51.W.)

PORT EXPENSES

1. PILOTAGE:

Discontinued. Information relating to movement and berthing of vessels within the harbour is available by radio from the Harbour Master's Communication Centre, which has been integrated with the Hamilton Harbour Police. Telephone and teletype remain the same. Vessels requiring the services of a pilot should contact the Great Lakes Pilotage Authority.

2. BOATMEN:

Pilot transportation in harbour or to Lake buoy \$50.00 per trip
Waiting time \$50.00 per hour

3. TOWAGE:

Straight time (each docking or undocking) \$250.00 per tug
(2 hour minimum)
Additional time \$150.00 per hour
Cancellation charge \$175.00 per tug

4. HANDLING LINES:

a) Mooring Inwards \$150.00
b) Mooring Outwards \$150.00
c) Shifting \$300.00
d) Short Shift same dock \$250.00
e) Running Lines \$125.00
f) Standby time in excess of 2 hours \$85.00 per hour or any part
g) Additional charge for Mooring, Unmooring and Shifting from 6:00 p.m. Friday to 6:00 a.m. Monday and Holidays \$50.00
There shall be no cancellations.

5. BERTHAGE CHARGES:

a) \$0.0125 per G.R.T. for first 12 hour period or part thereof.
b) \$0.0125 per G.R.T. for second 12 hour period or part thereof.
c) \$0.0075 per G.R.T. for each succeeding 12 hour period or part thereof.
Minimum charge \$5.00

6. FRESH WATER:

a) Water — per 1,000 gallons \$6.00
b) Service charge — Each service \$20.00
c) Delivery charge, assessable from the time water is ready for delivery until delivery is completed:
(i) 0800 hr. to 1700 hr. \$12.00/hr.
(ii) 1700 hr. to 0800 hr. \$18.00/hr.
Saturdays, Sundays and Holidays \$24.00/hr.

7. GARBAGE REMOVAL:

\$110.00 per load.

8. MARITIME EMPLOYERS' ASSOCIATION (SHORE LABOUR) ASSESSMENTS FOR JOB SECURITY AND ADMINISTRATION:

For all cargo — 15¢ per ton — (2,000 lb. or 40 cubic feet)

WINTER BERTHAGE AND ANCHORAGE CHARGES:

1. Berthage charged during the winter season at rates per metre of registered length, per 24 hour period.
(a) if loaded \$0.0984
(b) if empty \$0.0656
2. Anchorage per vessel rate of \$50.00 per thirty day period or part thereof.

Dofasco leads in flat rolled steels...

because of people like Jim Whitehouse

"Rolling quality steel takes teamwork, as well as the last word in machinery. We may not talk about it much, but you can see it in the attitude of the fellows from the start of the rolling process through to the coiler."

Jim Whitehouse mans the computerized controls of Dofasco's seven stand hot rolling mill. So, he knows how much advanced technology contributes to product quality. But, he also knows that quality depends on people and how well they work together.

That feeling brings our people together as a team whether they work in production, maintenance, sales or technical service.

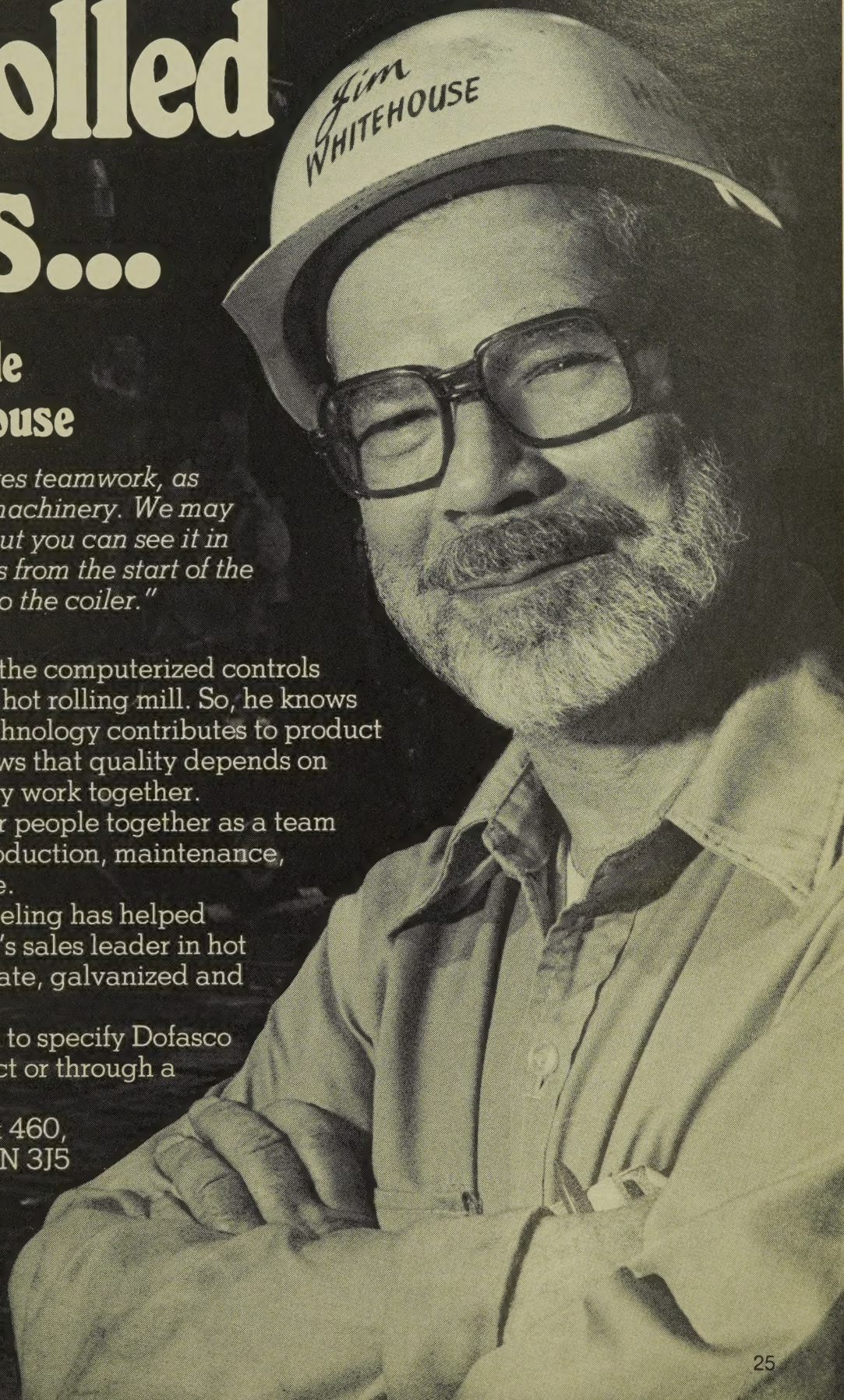
Over the years, that feeling has helped Dofasco remain Canada's sales leader in hot rolled, cold rolled, tin plate, galvanized and electrical steel.

And it's a good reason to specify Dofasco — whether you buy direct or through a steel service centre.

Dofasco Inc., P.O. Box 460,
Hamilton, Ontario L8N 3J5

DOFASCO

Our product is steel. Our strength is people.



All goods, wares and merchandise landed at, deposited in or shipped from the harbour by water are subject to cargo rates in accordance with tariff obtainable from the Trade & Development Office. In addition, materials and commodities handled over commission-operated wharves, etc., are subject to terminal handling charges in accordance with the tariff.

(1) Consent to the Tariff

The use of any facility or service within the Terminal areas shall constitute (a) consent of the user of such facility or service to the terms and conditions of this Tariff, and (b) evidence of agreement on the part of such user (i) to pay for such use at the rates published herein or in any amendment to this Tariff, and (ii) to be governed by the rules and regulations as contained herein and in the By-laws of the Commissioners.

The Commissioners reserve the right and will, to the extent deemed necessary, take appropriate action to:

- (a) Deny entry to the terminal areas and to require the removal from the premises of any person or vehicle for any reason whatsoever.
- (b) Deny entry to the Terminal areas of goods and commodities which in the opinion of the Commissioners are explosive, highly inflammable, contaminating or otherwise dangerous, objectionable or offensive and to require the removal of such goods and commodities from the terminal areas promptly and at the risk and expense of the owner or owners.
- (c) Require stevedoring companies and their employees to perform their services within the terminal areas in a manner acceptable to the Commissioners and in accordance with their By-laws.

(d) Establish rules and regulations and post signs governing the operation and parking of all vehicles within the Terminal areas.

(e) Establish rules and regulations and post signs requiring that wharves, roadways, aisles, ramps, stairways and passage-ways within the terminal areas shall be kept free of obstructions.

(f) Establish rules and regulations and post signs governing the conduct of all persons within the terminal areas, and prohibiting loitering, smoking in buildings and storage areas, and possession and/or consumption of intoxicants within the terminal areas, and denying access to and requiring removal from the terminal areas of persons apparently under the influence of intoxicants or acting in a disorderly or objectionable manner.

(g) Regulate the berthing of vessels at the wharves of the terminals.

(h) Revise terminal charges or the length of free time whenever, in the opinion of the Commissioners, conditions may warrant such revision.

(2) Payment of Terminal Charges

Terminal charges in accordance with this Tariff are payable to The Hamilton Harbour Commissioners at their Terminal offices, or at the Harbour Administration Building, 605 James Street North, Hamilton, Ontario, Canada L8L 1K1.

(3) Requirements of Documents

To expedite prompt handling of goods through the Terminal areas, the following documents will be required (must be originals or certified facsimiles):

Inbound Cargo

(Including cargo manifested to Hamilton but discharged at an intermediate

port at vessel's convenience)

3 legible copies of vessel manifest (required at least 3 clear days prior to arrival of vessel)

1 copy of steamship company release (delivery order)

Outbound Cargo

1 copy of loading list (required 24 hours prior to vessel loading)

1 copy Customs Report Outwards (A-7)

3 legible copies of vessel manifest (required within 3 days after departure of vessel).

(4) Goods not Under Cover

Goods and commodities held in open areas are at owner's risk on account of loss and damage caused by weather, deterioration or any other cause. Tarpaulins, if available, will be supplied only by special arrangement and for the account of the owner or owners of the goods or commodities.

(5) Damaged Goods

Goods and commodities arriving in apparently damaged condition, shall be kept quite separate from sound cargo and delivered to Customs locker which is to be considered as place of rest for damaged cargo if not otherwise instructed.

(6) Coopering

Any additional labour found necessary to effect the handling of damaged goods and commodities or to repair containers found in other than good condition on arrival will be charged additionally for the account of the owner or of the carrier.

(7) Interpretation

In any question of interpretation of the intent of the clauses in this Tariff, the decision of the Commissioners shall be final.

PRIVATE FACILITIES

Pier Number	Berth Number	Wharf Length (m)	Depth at Low Water (m)	Remarks
Pier 9				
		61	6.0	Navy Wharf HMCS Star
		61	6.0	Navy Wharf HMCS Star
Pier 15	International			
	Harvester	320	5.8	
Piers 16, 17, 18	Stelco Inc.	2800	8.2	dry bulk, coal, ore
Piers 20, 21	Dofasco Inc.	1200	7.6	dry bulk, coal, ore
Piers 29, 30	Canada Center for Inland Waters	660	7.0	

H.H.C. FACILITIES

Pier Number	Berth Number	Wharf Length (m)	Depth at Low Water (m)	Shedded		Open Space (m ²)	Remarks
				Size (m)	Area (m ²)		
Pier 8	Centennial Terminal						
	82	183	8.2				
	83	128	8.2				
	84	128	8.2				
	85	128	8.2				
	86	128	8.2	183 x 61	11,036		General Cargo
	87	154	8.2	34 x 54	1,811		General Cargo
						74,700	Total Centennial
Pier 10	Wellington Terminal						
	101	173	6.0				
	102	179	6.0				Inner Finger Pier
	103	179	8.2				Outer Finger Pier
	104	109	8.2				
	105	109	8.2				
	106	128	8.2	722 x 67	12,216		General Cargo
	107	128	8.2	70 x 25	1,737		General Cargo
	108	128	7.0	146 x 25	3,641		General Cargo
	109	128	7.0	48 x 25	1,207		General Cargo
						46,530	Total Wellington
Pier 11							
	inner west	171	7.0				liquid bulk, dry bulk
	centre west	171	7.0				liquid bulk, dry bulk
	outer west	171	8.2				dry bulk
	north west	172	7.0				dry bulk
	north east	172	7.0				dry bulk
	outer east	198	7.0				dry bulk
	inner east	198	7.0				liquid bulk
Pier 12							
	inner west	198	8.2				dry bulk
	outer west	198	8.2				dry bulk
	north	250	8.2				dry bulk
	outer east	198					dry bulk
	inner east	198					dry bulk
	Wentworth St. Slip						ro/ro terminal
Pier 14							
	inner west	192	7.0				dry bulk
	outer west	192	8.2				dry bulk
	north west	126	8.2				dry bulk
	north east	126	8.2				dry bulk
Pier 23							
	outer	378	8.2				dry bulk, sand, scrap
	inner	347	8.2				liquid bulk, bunkering, discharge molasses
Pier 24							
	outer east	472	8.2				general cargo, package freight
Piers 25, 26 & 27	(East Port Development)						
	Stage 1	600	8.2			162,841	Under Construction
	Stage 2	627	8.2			219,835	Future
	Stage 3	719	8.2			122,130	Future

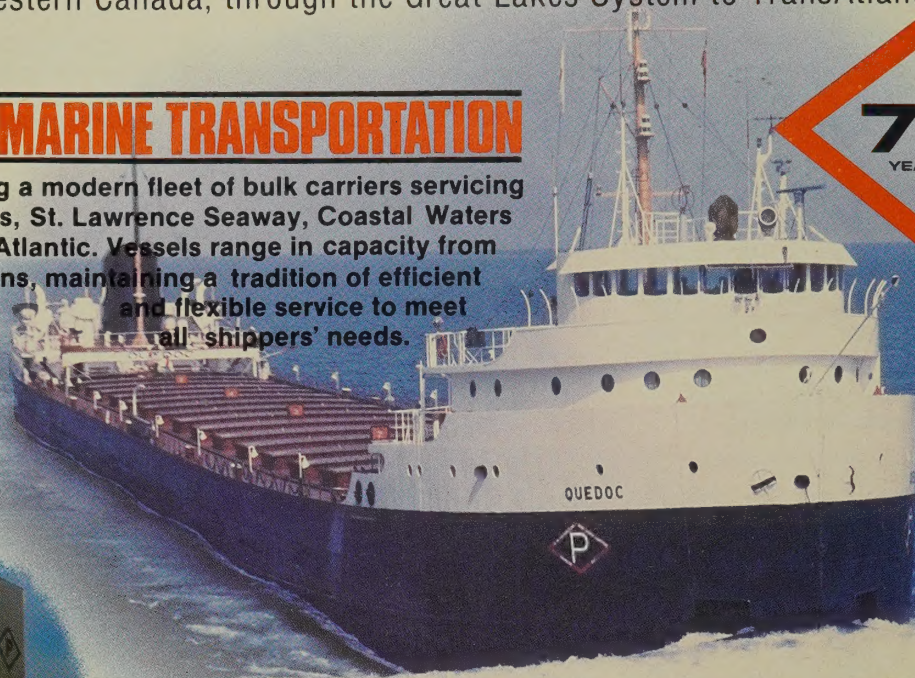
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Cargo that moves over public or private wharves in the Port of Hamilton is subject to Cargo Rates as established by the Hamilton Harbour Commissioners under By-law No. 102. These current rates are as follows:

Goods Description	Rate in Cents
All commodities, not specified in this Schedule	35.28 per tonne
(a) general cargo, not specified in this Schedule, that is exported from or imported into Canada	53.68 per tonne
(b) general cargo, not specified in this Schedule, that originates in and is destined for points within Canada	18.41 per tonne
Automobiles, trucks and tractors	61.99 per vehicle
Beer, ale and porter	111.21 per tonne
Cement	29.92 per tonne
Coal — anthracite	8.44 per tonne
Coal — Bituminous	8.44 per tonne
Containers — exclusive of contents	
(a) not exceeding 7.62 metres in length	218.50 per container
(b) over 7.62 metres in length	327.75 per container
Coke	14.57 per tonne
Cresote	14.57 per tonne
Dry bulk commodities, not specified in this Schedule	35.28 per tonne
Fertilizers and chemicals in bulk	35.28 per tonne
Grain, pulse and corn in bulk (other than seed)	21.47 per tonne
Gypsum in bulk	30.69 per tonne
Iron ore	4.60 per tonne
Liquid products in bulk, not specified in this Schedule	35.28 per tonne
Livestock	64.52 per animal
Malt barley	17.65 per tonne
Ores in bulk, not specified in this Schedule	17.65 per tonne
Petroleum products — Crude or refined, in bulk	
(a) gasoline products	24.54 per tonne
(b) other products	16.10 per tonne
Salt in bulk	14.57 per tonne
Sand	7.67 per tonne
Scrap metal	17.65 per tonne
Soyabean oil in bulk	35.28 per tonne
Soya beans in bulk	17.65 per tonne
Steel	49.00 per tonne
Stone — crushed	7.67 per tonne
Sugar — raw in bulk	17.65 per tonne
Sulphur	9.20 per tonne
Tar, tarvia and tar products	14.57 per tonne
Wines and spiritous liquors	352.94 per tonne

Note: Rates subject to change by The Hamilton Harbour Commissioners

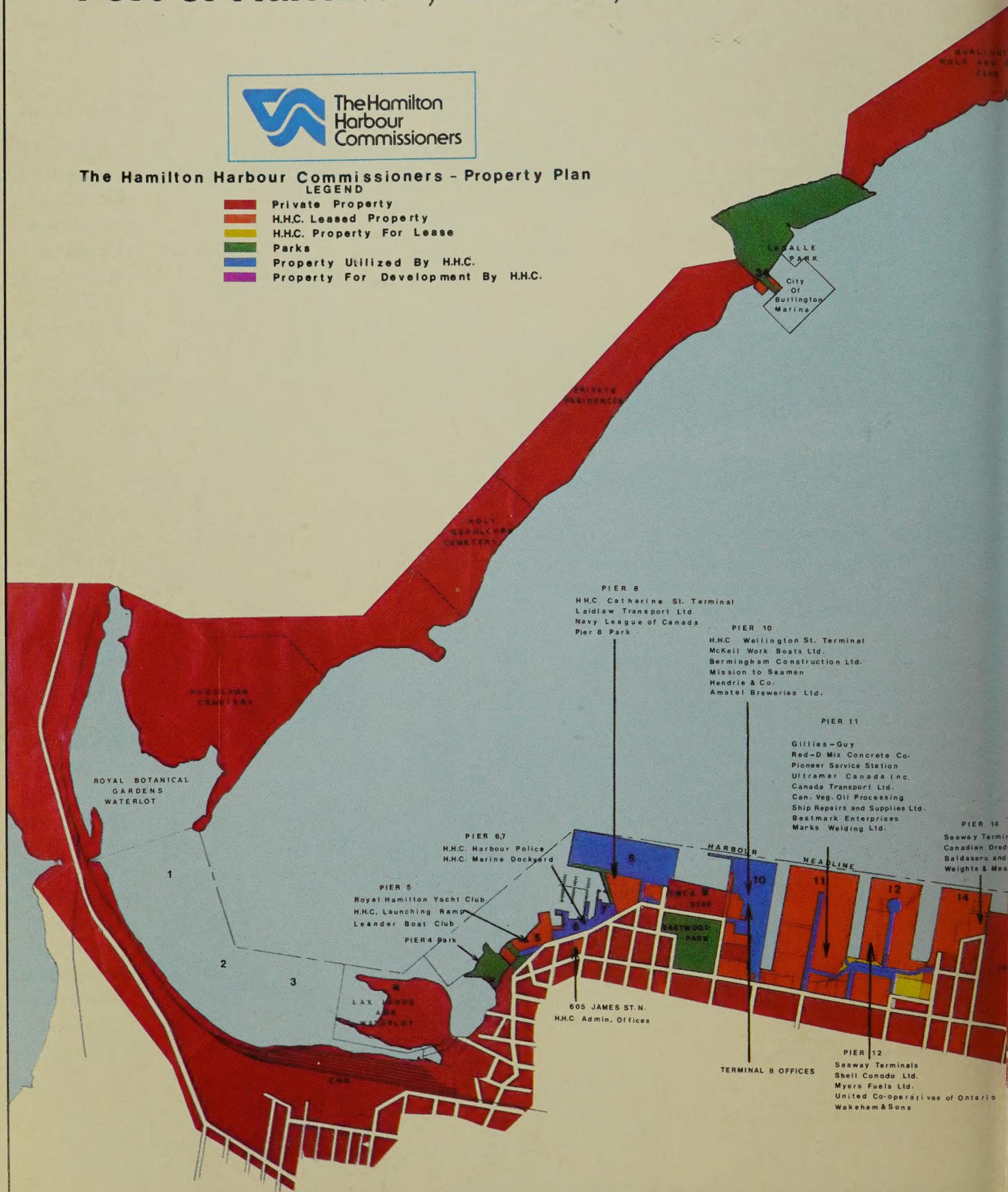
Port of Hamilton, Ontario, Canada



The Hamilton Harbour Commissioners - Property Plan

LEGEND

- Private Property
- H.H.C. Leased Property
- H.H.C. Property For Lease
- Parks
- Property Utilized By H.H.C.
- Property For Development By H.H.C.



The energy savers: the Stelco team



Objective: To achieve a 3.25% energy reduction. Achievement: A fantastic 11% saving!

Two short years ago, Stelco's Utilities Department and Hot Strip Mill personnel cooperated in experimenting with ways of saving energy on the mill furnace operation.

The target they set themselves was to reduce energy consumption by 3.25%. In fact, the target was surpassed almost four-fold.

How did they achieve this remarkable saving? By reducing the size of the furnace oil jets, on a selective basis, to flame pattern requirements. By re-sizing the furnace combustion baffles. By training the Heaters (furnace operators) in energy conservation. By reducing the volume of steam for atomizing the furnace oil. Finally, this



energy-conscious team is maintaining a constant vigil on every aspect of energy consumption; so far their efforts have resulted in fuel savings of almost \$2 million!

Although they are pleased with these initial results, the team aims to improve even on this remarkable achievement. They will also be examining other areas of operation in their ever constant search for energy-saving ideas.

Although our conservation record is excellent, we at Stelco place every piece of machinery and every energy using process we have under constant scrutiny in our search for fuel economy.

The team that did it! Standing left to right John Brewster, Dave Holborn, Doug Buffett, Jaques Poulin, Bruce Hamilton and Earl Gray. Seated left to right Mike DiCenzo, Ed Spielberger and Earl Bonner.

stelco

Stelco Inc.

A Canadian-owned company with plants and offices across Canada, and representatives in principal world markets.

INDUSTRY...

Canada's largest steelmaking plant, Stelco's giant Hilton Works is located on the harbourfront for access to water which is not only crucial to the steelmaking process for cleaning and cooling of steel but also for the handling of raw materials.

Every year hundreds of lake freighters enter the Port of Hamilton to deliver supplies of iron ore and coal to feed the hungry blast furnaces. These materials arrive in lake vessels that are bulk carriers, some equipped with self-unloading gear.

Dofasco, Canada's second largest fully integrated steel producer also has a large steelmaking complex on the harbourfront.

This firm has recently built its \$450 million No. 2 hot strip mill on the bayfront which, in keeping with Dofasco's reputation for technological advance, uses the most up-to-date technology, including computer control of temperature, thickness, width and shape. Dofasco also obtains its raw material via the Port of Hamilton by lake freighter.

Both companies, as well as a multitude of smaller private firms, are an important part of Hamilton's waterfront community and are part of Canada's greatest industrial area.



PROPERTY MANAGEMENT...

The Hamilton Harbour Commissioners, while owning and operating overseas shipping terminals, lease many property sites to local industries. The Commissioners' tenants list is long and varied and includes a brewery, dry-bulk terminal operators, liquid-bulk terminal operators, trucking firms, stevedoring companies, tug boat operations and ship repair firms. These firms ship cargo through the port, provide the interfacing services for other modes of transportation, i.e. road and rail and provide services to the port and other Hamilton industry. The following is a list of the Commissioners' tenants.



HAMILTON HARBOUR COMMISSIONERS' TENANTS*

Herbert Agnew Limited	Wellington St. Terminal
Amstel Brewery Holdings Limited	201 Burlington St. E.
Baldasaro and MacGregor Limited	Pier 14
Birmingham Construction Ltd.	Pier 10
Best-Mark Undertakings Limited	Pier 11
Canada Transport Limited	Pier 11
Canada West Indies Molasses Company Ltd.	Pier 23
Canadian Dredge and Dock Company Ltd.	Pier 14
Canadian Vegetable Oil Processing	Pier 11
Lakeshore Sand Company	Pier 23
(Construction Aggregates Corp.)	
CSL Group Inc.	Pier 24
Empire Stevedores (1972) Limited ..	Wellington St. Terminal
A. J. Frank and Son Limited	Pier 23
Frid Construction Company Limited ..	Administration Bldg.
Frontenac Chemical Waste Service Ltd.	Pier 24
Art Gray Diving	Pier 23
Hendrie & Company	Pier 10
Hiram Walker & Sons Limited	Administration Building
Kuehne & Nagel International Limited ..	Wellington St. Term.
Laidlaw Transport Limited	Guise Street
Leander Boat Club	Guise Street
Logistec Stevedoring Inc.	Wellington St. Terminal
Marine Intercontinental Stevedoring ...	Wellington St. Term.
of Canada Limited	

Maritime Data Center Inc.	Wellington St. Terminal
Marks Welding Service Limited	Pier 11
Mathews Conveyor Company Limited	Administ. Building
Methan Agencies	Wellington St. Terminal
Myers Fuels Limited	Pier 12
McKeil Work Boats Ltd.	Pier 10
PTC Canada Inc.	Wellington St. Terminal
Red-D-Mix Concrete Limited	Pier 11
Royal Hamilton Yacht Club	Foot of MacNab Street
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Leander Boat Club

The Leander Boat Club, with roots going back to 1878, was located at the foot of John Street from 1927 until it moved to its present clubhouse at the foot of Bay Street in 1962.

Its competitive rowers have a long record of honours earned in Canada and abroad. After introducing women's rowing in 1974, Leander placed two members on the Canadian Eight team which cap-

tured a bronze medal at the 1978 World Championship in New Zealand.

A four-man crew competed at the World Championship in Yugoslavia in 1979 and a Lightweight Eight team was again a contender for the world title in 1980.

To assist its oarsmen and women in training, the Leander has equipped its clubhouse with a weight room and an indoor rowing tank.

The Burlington Sailing and Boating Club...

The Burlington Sailing and Boating Club at LaSalle Park offers floating wooden docks and floating-tire wavebreakers and a new clubhouse is under construction. The new building offers two storeys and floor space of 1,600 square feet, with expanded meeting facilities and a new sailors' lounge, incorporating the original fireplace from the old clubhouse.

The new marina, on water lots leased from the Hamilton Harbour Commissioners, provides 208 boat slips, the first on the Burlington shore of the harbour.

Hamilton Harbour — Recreation Opportunities

Facility	Owner/Operator	Description
Macassa Bay Yacht Club	Private Yacht Club	Clubhouse, Boat Slips
MacDonald Marine	Commercial Operation	Marina, Boat Sales, Supplies and Storage
Pier 4 Park	City of Hamilton	Grassed Area Overlooking West Harbour, Harbour Tours
Leander Boat Club	Private Club	Clubhouse, Rowing Club
Public Launching Ramp	Hamilton Harbour Commissioners	Small Craft Launching Ramp, Car and Boat Trailer Parking, Park Area
Bayview Playground	City of Hamilton	Park Area, Summer Playground
Royal Hamilton Yacht Club	Private Yacht Club	Clubhouse, Dining Room, Marina, Sailing Club
Hamilton Harbour Commissioners	Hamilton Harbour Commissioners	Marina, Boat Launching, Storage and Repairs, Gas Dock and Pumpout
Harbour Police	Hamilton Harbour Commissioners	Life Saving, Boating Safety, Small Craft Licencing
Sailing School	Hamilton Harbour Commissioners	Sailing School — Children and Adult Programs — Handicapped Sailors Program — Boat Rental
Pier 8 Park	Hamilton Harbour Commissioners	Landscaped Park Overlooking Marina and Pier 8 Activities
Eastwood Park	City of Hamilton	Just off the Waterfront — Large Park, Sporting Ground, Recreation
LaSalle Park	City of Hamilton	Large and Extensive Park Area, Walkway along Harbour Shore
LaSalle Park Marina	City of Burlington	Public Marina
Burlington Boating and Sailing Club	Private Yacht Club	Clubhouse, Boat Storage
Burlington Golf and Country Club	Private Club	18 Hole Golf Course overlooking The Harbour, Curling Club



H.H.C. Marine Dockyard

The Marine Dockyard operated by the Hamilton Harbour Commissioners provides 230 modern, fully-serviced boat slips and 230 moorings.

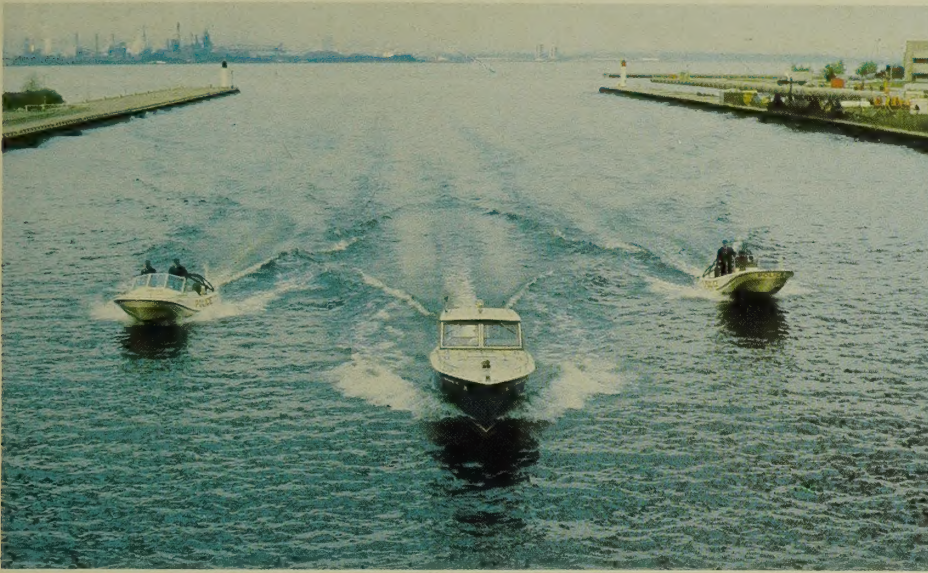
Serving pleasure craft and small commercial vessels, the dockyard offers refinishing and refurbishing service by experienced HHC craftsmen, diesel and gasoline engine repair, electronic repair and marine supplies.

Services include winter storage at competitive rates, a mast crane and mast storage, fueling facilities and sewage pump-out facilities.

Efficient movement of vessels into and out of the water is made possible by a 50-ton Travelift, a 15-ton boat carrier, one 3-ton forklift, one 13-ton forklift and two 10-ton forklift machines.



Security



The Commissioners' police patrol maintains a constant vigil for the protection and safety of the public and port users.

In a move intended to improve both policing and planning, the Hamilton Harbour Commissioners' boat-licencing bylaw has been amended to require that ownership information be filed with the Commissioners.

Harbour Police no longer issue boat licenses, relying instead on the licencing provisions of the federal Small Vessel Regulations, which apply across Canada.

But at night and on weekends — when police are most likely to find a boat adrift or ashore — it's not easy to trace owners through the federal license numbers. There's also no way to know just how many pleasure craft are using Hamilton Harbour. This awareness will assist the Commissioners in planning facilities that may need to be provided in the future.

As the amended bylaw now reads, it's illegal to operate a small vessel within the harbour unless the boat is licenced and marked in accordance with the Small Vessel Regulations and unless it has all the safety equipment those regulations require.

In addition — and this is the key change — the bylaw says: "No person shall operate a vessel within the harbour unless the owner thereof has filed with the Commissioners a notice in writing setting out his name, the license number issued in respect of the vessel...and a description of the vessel."

On the forms for filing that data, the harbour police also ask that owners report where the boat is normally berthed and provide a telephone number for emergencies.

Phone numbers can be especially helpful if a boat is found adrift. That's —

when police want to know if it was unoccupied or if they should be searching for someone overboard.

The bylaw changes technically put small vessels in the same position as the big freighters, requiring them to report to the harbourmaster when they enter port. However, they are not required to report each time; only on the initial trip or where another vessel has been acquired.



The Commissioners' work Tug — Judge McCoombs.

It should be noted that all sailing vessels while under way must abide by the rules of the road for the Great Lakes when sailing in Hamilton Harbour or Lake Ontario.

Forms for the ownership information have been distributed to boating and yacht clubs for return by mail. Owners may also fill them out while obtaining new operators' licences from the police. They cost \$3 a year. The yearly licences are required to operate any small vessel equipped with a motor.



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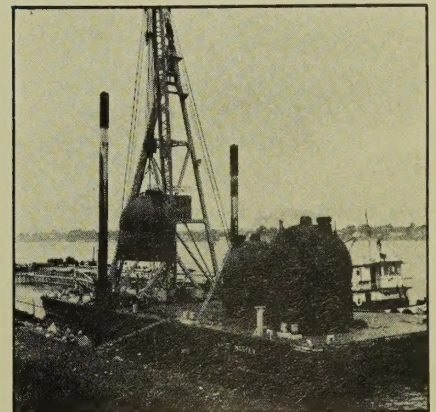
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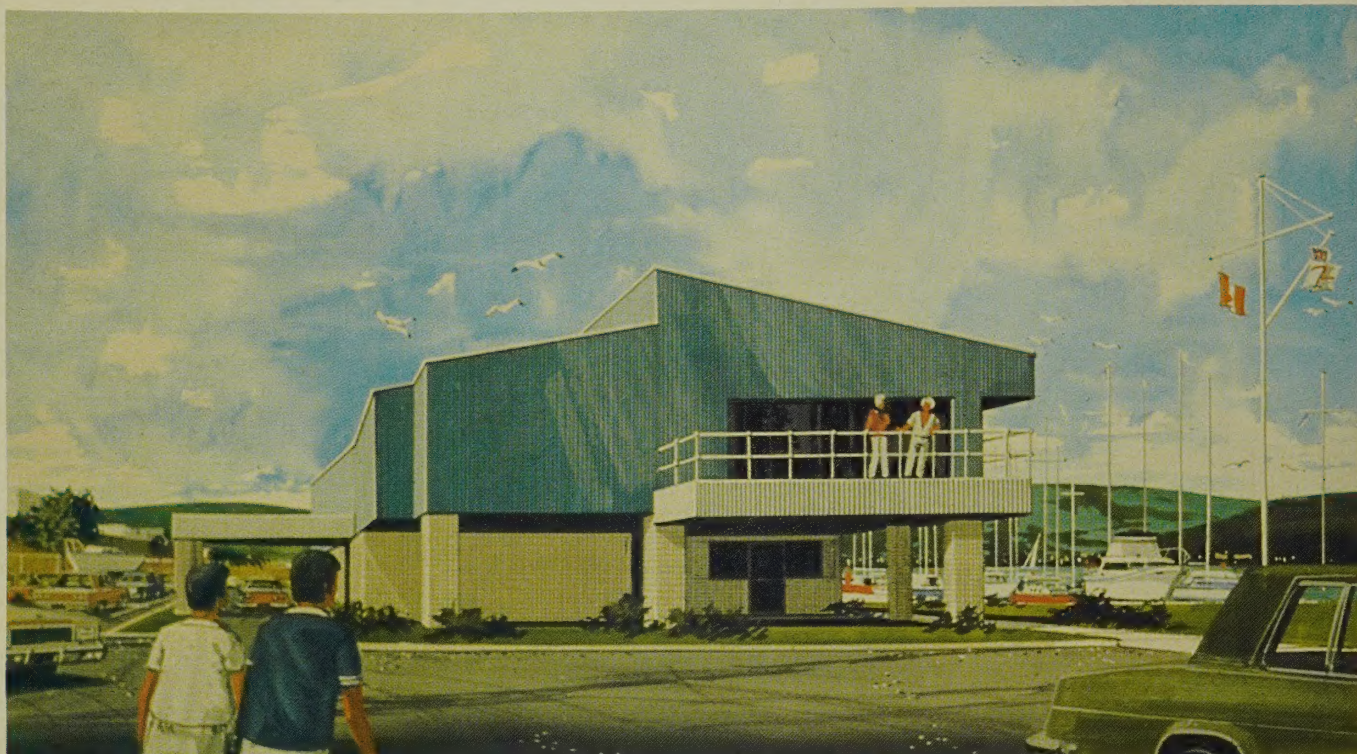
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In 1891, when Queen Victoria consented to use the word Royal, the Hamilton Yacht Club was three years old and occupied a new clubhouse on the south side of the Burlington ship canal.

Now nearly a century later, across the bay at the foot of MacNab Street, and again in new quarters, the RHYC has the distinction of having the Queen's representative in Ontario, Lt. Gov. John B. Aird, as honorary commodore.

An active member of the Lake Yacht Racing Association since its inception in 1899, the RHYC has a competitive tradition crowned by winning the Canada's Cup in 1978 and again in 1981.

From the clubhouse's elegant dining room and lounges, sailors can look over the pool and broad lawns, past the docks and moorings, to the wooded western shore of Hamilton Harbour.

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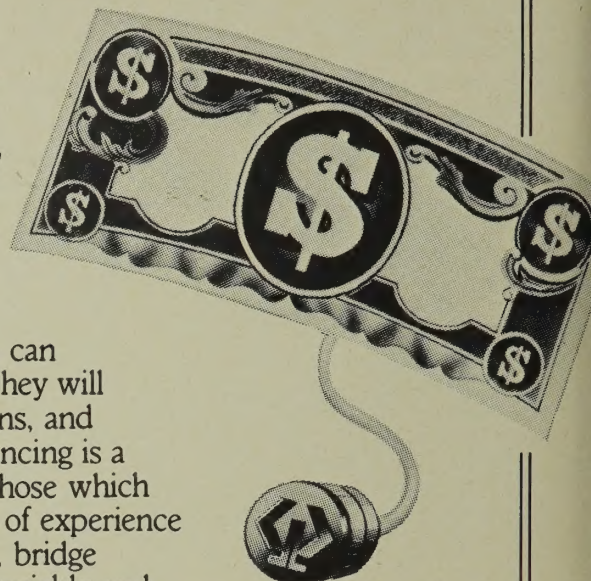
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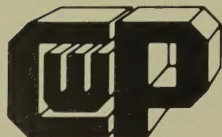


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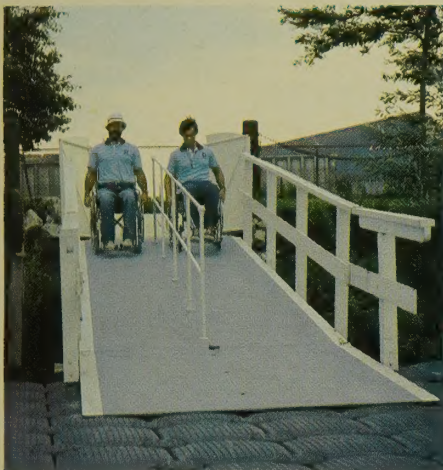


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An award winning effort...

Committed to increasing recreational facilities and opportunities, the Hamilton Harbour Commissioners operate a sailing school that has introduced thousands of young people to boating and pioneered in programs for the disabled.

The school runs eight-lesson, four-week sessions in four categories — beginner and intermediate, youth and adults, but the emphasis is on introducing youngsters to recreational sailing at a modest price.

Sailing for the disabled began as an experimental program and evolved into a regular feature in 1981 with federal aid to make school facilities wheelchair-accessible.

Efforts to integrate disabled sailing activities into the overall program were so successful that the Hamilton-Wentworth regional government made a special award to the Hamilton Harbour Commissioners "in recognition of your contribution to the International Year of Disabled Persons."

Enrolment in the HHC school runs at about 1,500 a year. The school has 29 dinghies, two keelboats and six motorboats for instructors.

Day and evening classes are set up to accommodate shift workers, and school facilities in Pier 8 Park at the foot of Hughson Street are close to the Bayfront bus stop.



Canada Centre for Inland Waters

One of the world's leading water research centres, the Canada Centre for Inland Waters provides Environment Canada and the Department of Fisheries and Oceans with shared facilities for a wide range of environmental research, surveys and marine research.

Located on a large waterfront site just inside Hamilton Harbour, CCIW employs a scientific and support staff of more than 600. Its fleet of three ships and scores of smaller craft includes Canada's principal Great Lakes research vessel, CSS Limnos.

Of particular importance to shipping and boating interests, CCIW houses regional headquarters of the Canadian Hydrographic Service, responsible for producing navigational charts for all the Great Lakes and a wider territory extending north into the central Arctic.



Port of Hamilton Spill Control Group

The Port of Hamilton Spill Control Group is an organization of 18 industries, who co-operatively own and operate specialized equipment for the cleaning up of oil spills. The Group provides quick response capacity for containment and clean up of oil at a spill site. The response is intended to cover the geographical area embracing the locations of Group members and centering around Hamilton Harbour. The Hamilton Harbour Commissioners administer the Group and transport requested Group equipment (in storage at Hamilton Harbour) to the spill site. In addition, Commissioners' personnel also provide some operating capability on key equipment during the initial stages of the operation. The member directly involved in the spill is responsible to carry out the clean-up operation.

Each member has a Contingency Plan and Stand-by Equipment for immediate response capability at his location. The Group-owned equipment at Hamilton Harbour is provided only as back-up. The Federal Marine and/or the Provincial Contingency Plans may be activated in

whole or in part if the spill escalates so it becomes expedient to obtain these government resources. In the event of a spill, it is understood that members will assist a fellow member at a reasonable cost if called upon to do so. This assistance includes prompt delivery of his own equipment to the spill site.

A non-member request for Group-owned equipment will be acted only upon approval from the Group Executive. This arrangement assumes agreement by the user to pay "non-member rates and tariffs" as scheduled in the Group Contingency Plan. The Group Contingency Plan contains information and working agreements that provide access to equipment and manpower beyond the Group capability.

The Port of Hamilton Spill Control Group provides members through regular meetings, an exchange of experience and information on equipment capabilities and spill control techniques. Government agencies attend and update the Group on legislation and recent developments. Revisions and updates of equipment

inventories and Contingency Plan are approved and scheduled. Appropriate training exercises are arranged.

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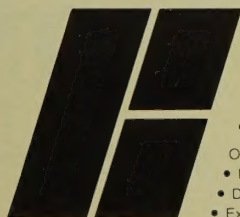
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The CLEANSHORES looks like — and is — a workboat, an 11-metre aluminum-hulled vessel built for the Port of Hamilton Spill Control Group last year.

What isn't immediately obvious is the work for which she was built — vacuuming oil from shorelines that land-based crews can't reach.

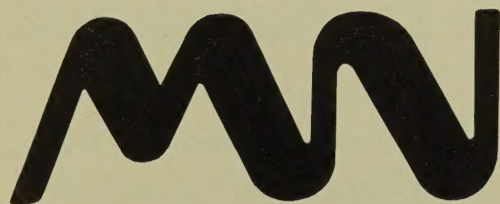
Custom-designed, she was built and equipped at a cost of more than \$100,000.

In addition to the vacuum system and holding tank, Cleanshores' special features include spotlights, loudhailers and a crane able to hoist an oil mop, slick licker, steam generator or oil booms onto her spacious stern working deck.

The Hamilton Harbour Commissioners administer the industry-sponsored Spill Group which has four major roles: Information exchange, training, contingency

planning and equipment sharing.

The first members were the steel mills and oil companies operating within the harbour, along with the companies whose petroleum pipelines run beneath the bay, but membership has since spread to the lakeshore oil refineries between Hamilton and Toronto, Ford in Oakville, Stelco's new Nanticoke mill and the nearby Texaco refinery.



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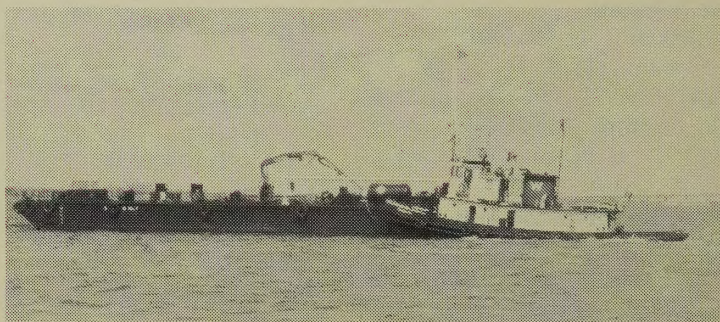
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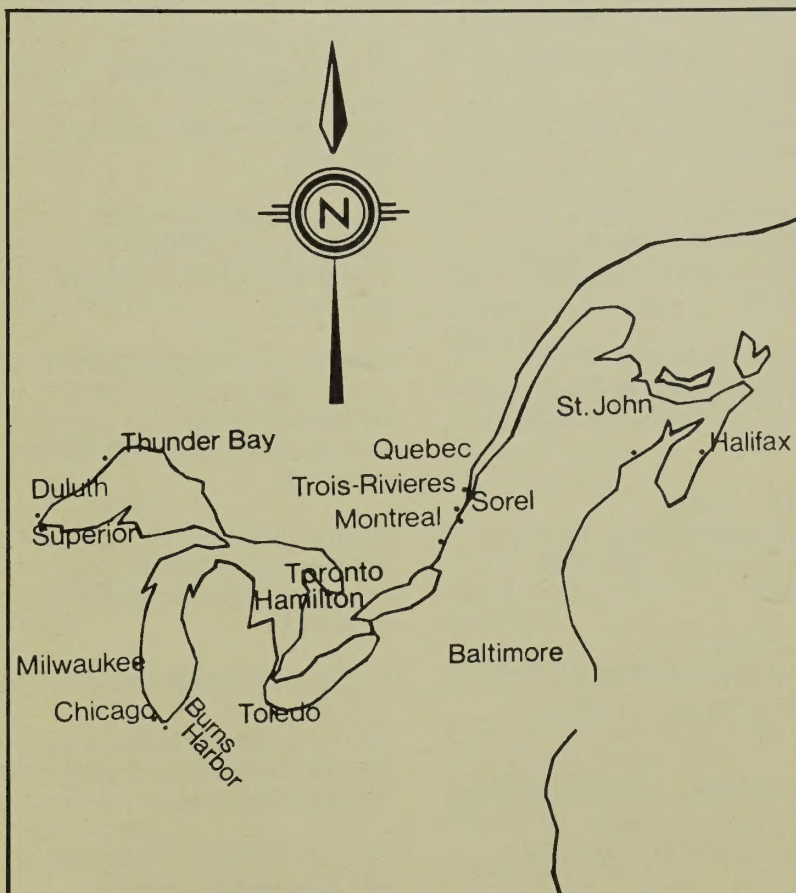
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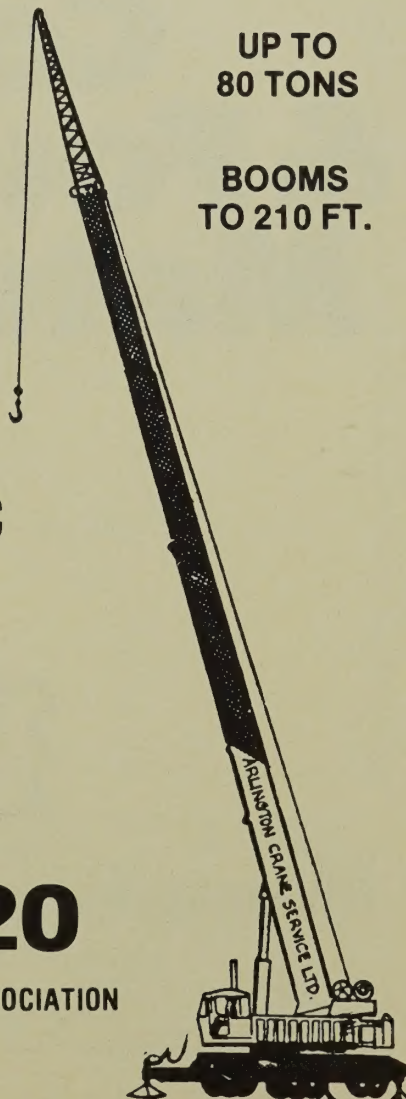
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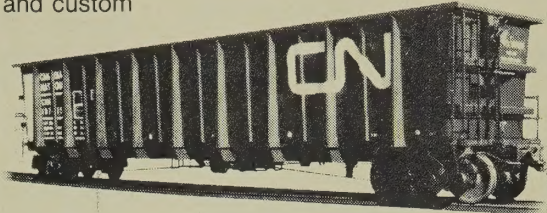
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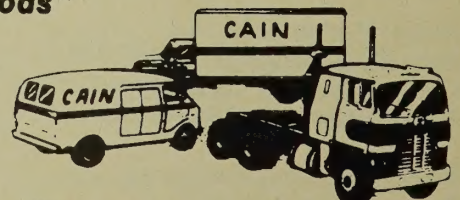
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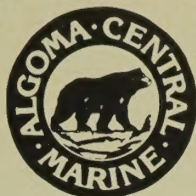
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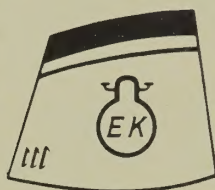
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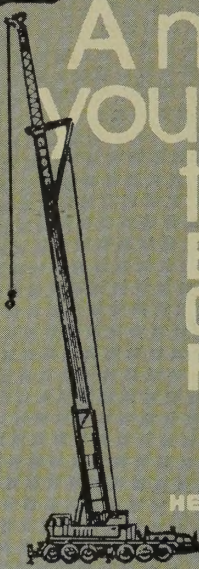
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This Port of Hamilton Directory was prepared to present an informative and interesting publication to illustrate that Hamilton Harbour is a good place to do business and to conveniently supply a directory of business organizations ready to serve the needs of port users.

If you have any comments, questions or require further information about the services of the Port of Hamilton, please call the Hamilton Harbour Commissioners (416) 525-4330 or mail the attached Request for Information card.

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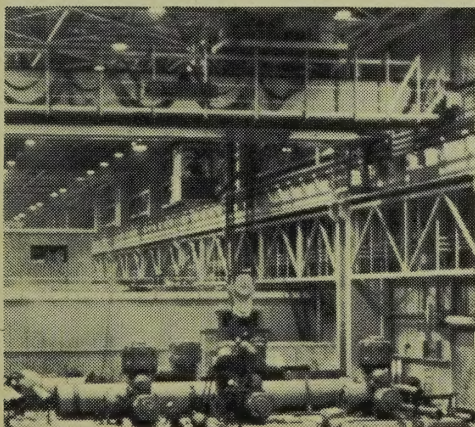
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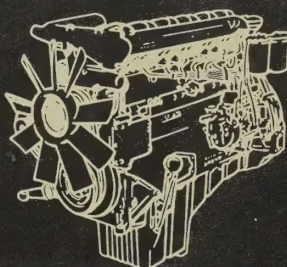


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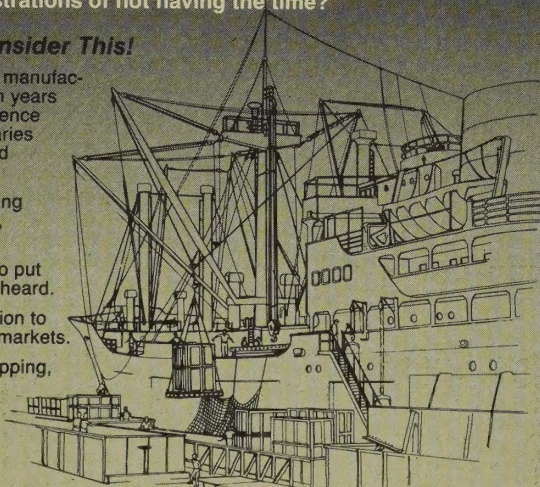
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As we achieve our export objectives, there will be more opportunities for research and development and more skilled jobs for Canadians.

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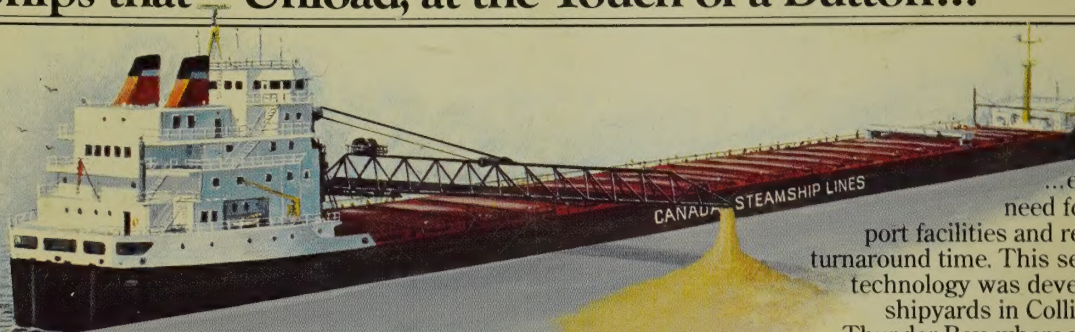


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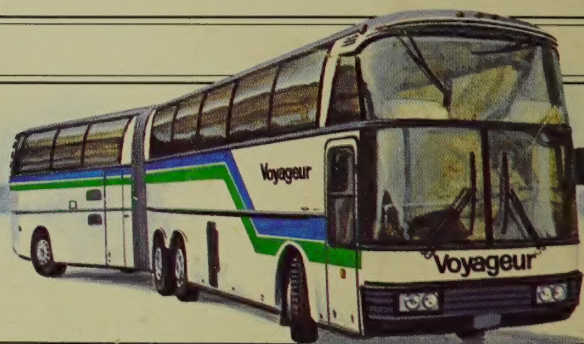


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